California High-Speed Rail Authority
Los Angeles to San Diego via the Inland Empire Section
High-Speed Train Project
Open House Meetings 2011

CALIFORNIA High-Speed Rail Authority

U.S. Department of Transportation
Federal Railroad Administration

LEGEND

- Station Location Alternative
- Above-Grade Structure
- At-Grade
- Below-Grade Option
- At Grade or Above Grade Option
- Below-Grade or Above-Grade Option
- One station along alignment (To Be Selected) in this general area
- Airports
- Highways
- Rivers
- Water Bodies
- County Boundary

N

0 2.5 5 Miles

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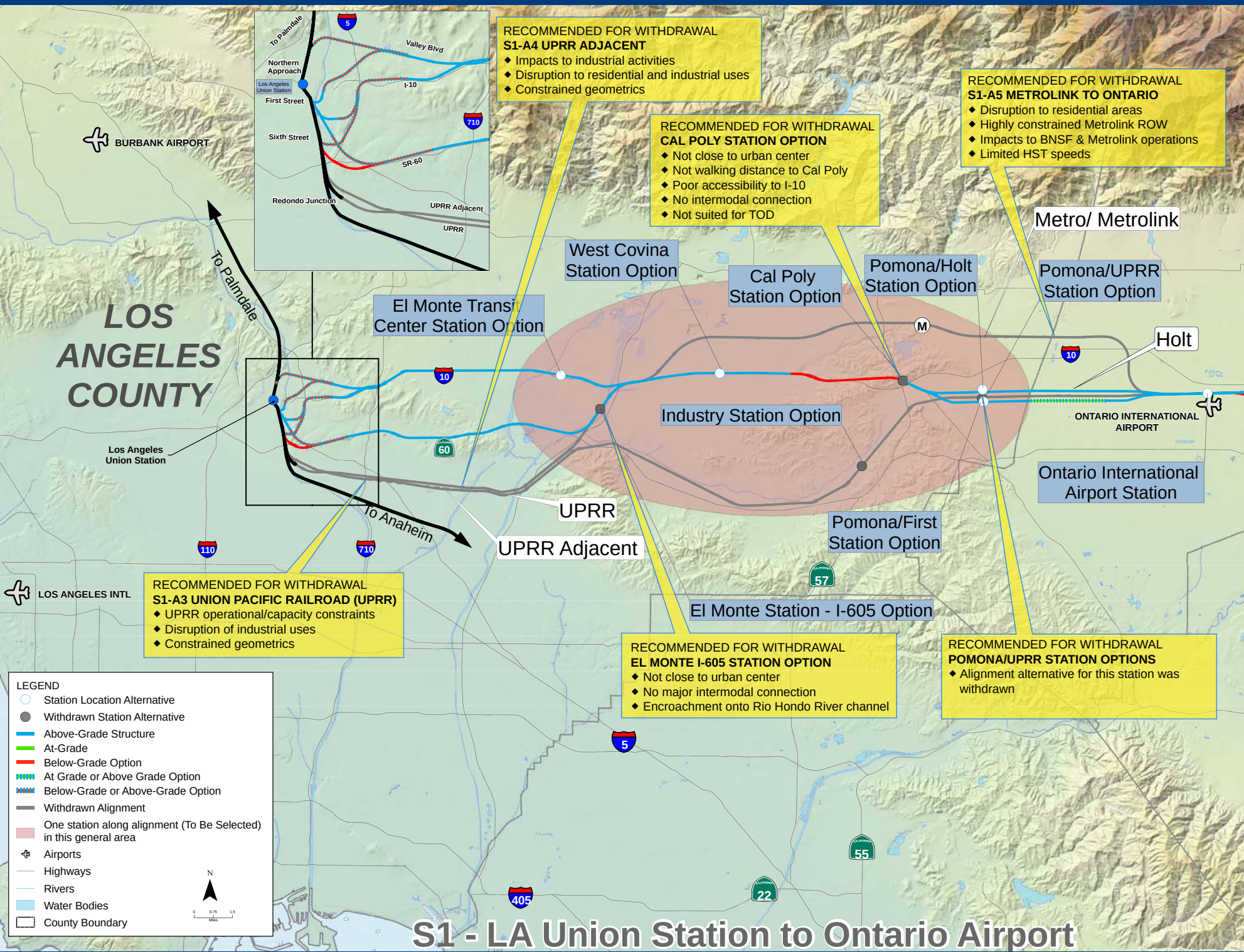

S1 - LA Union Station to Ontario Airport

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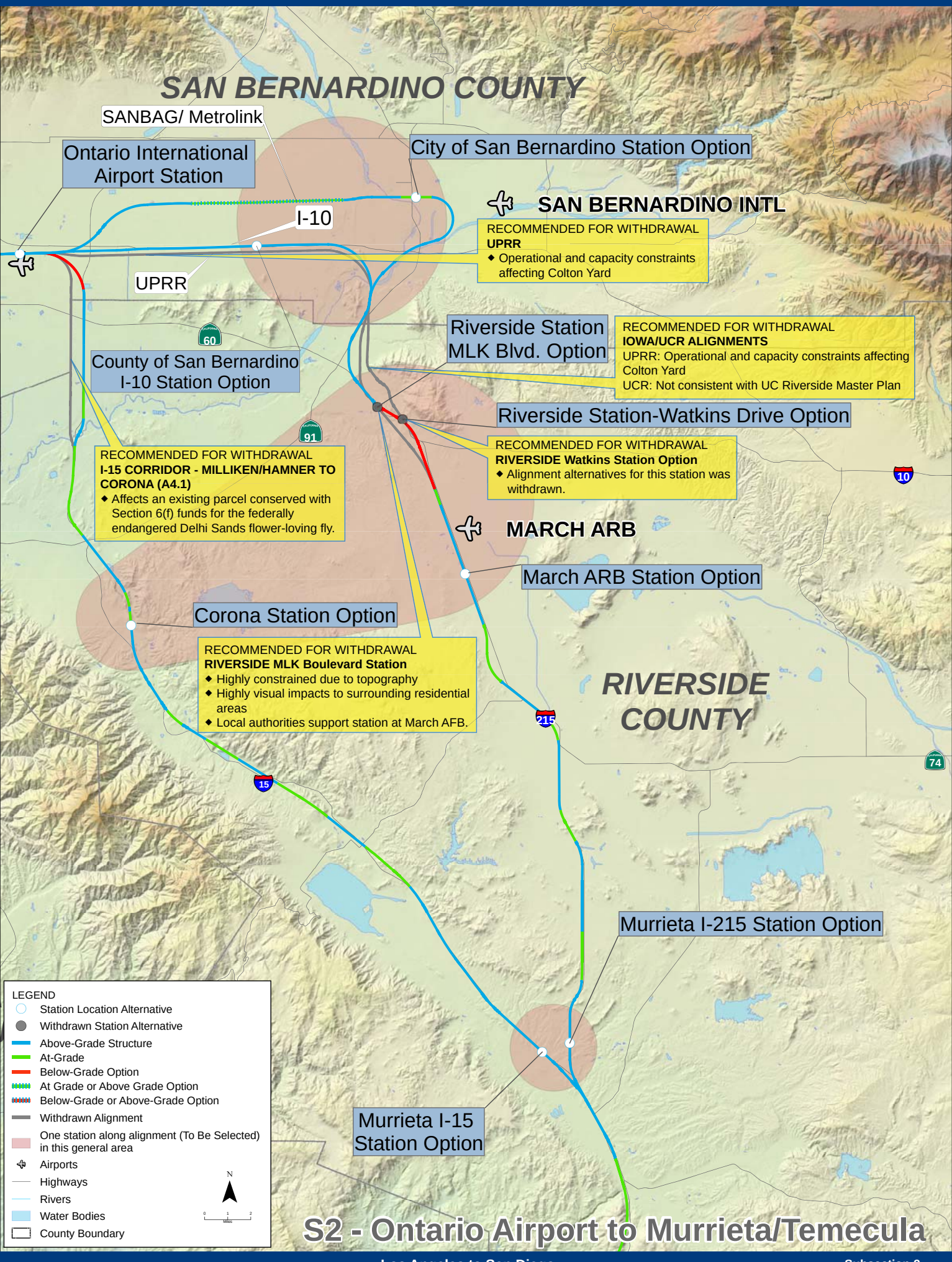

S2 - Ontario Airport to Murrieta/Temecula

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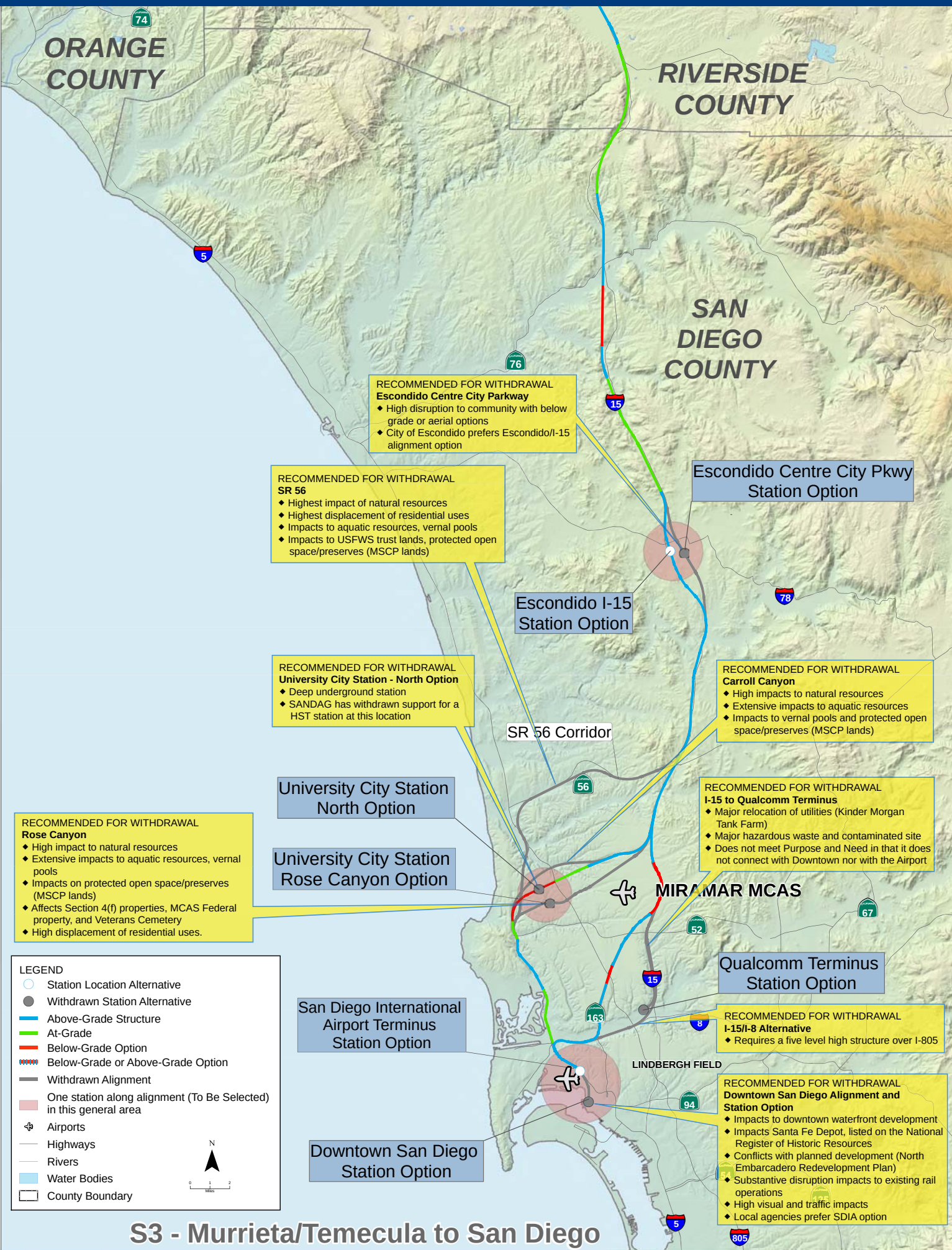
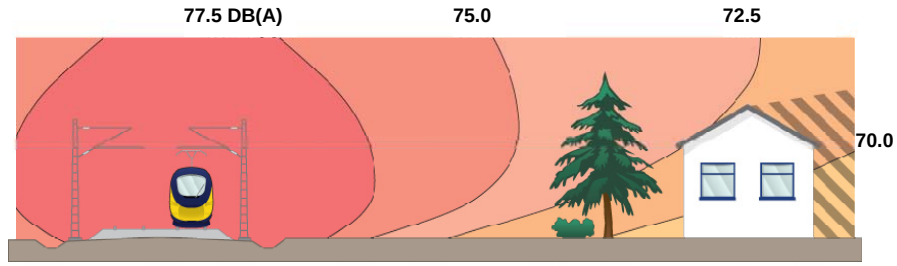


S3 - Murrieta/Temecula to San Diego

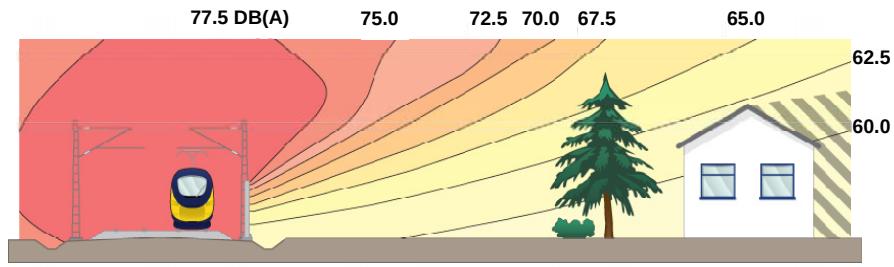
Commitment to Sound Mitigation

Engineering and design will make a big difference

- Sound engineers and train builders have over 40 years experience – and good mitigation measures are working around the world.
- For a train traveling less than 160 mph, a six to 12-foot sound barrier will **reduce noise by five to nine decibels** (the human ear perceives a 10-decibel reduction as cutting the sound in half).
- The sound from a high-speed train operating on an aerial structure could be **one or two decibels higher** than at ground level.
- The sound from a high-speed train operating in an open trench could be **five to seven decibels lower** than at ground level.



Noise levels without sound barrier



Noise levels with sound barrier